STATE ROUTE 26

TRANSPORTATION CONCEPT REPORT

CALTRANS DISTRICT 10
OFFICE OF SYSTEM PLANNING
June 2003

APPROVAL RECOMMENDED:

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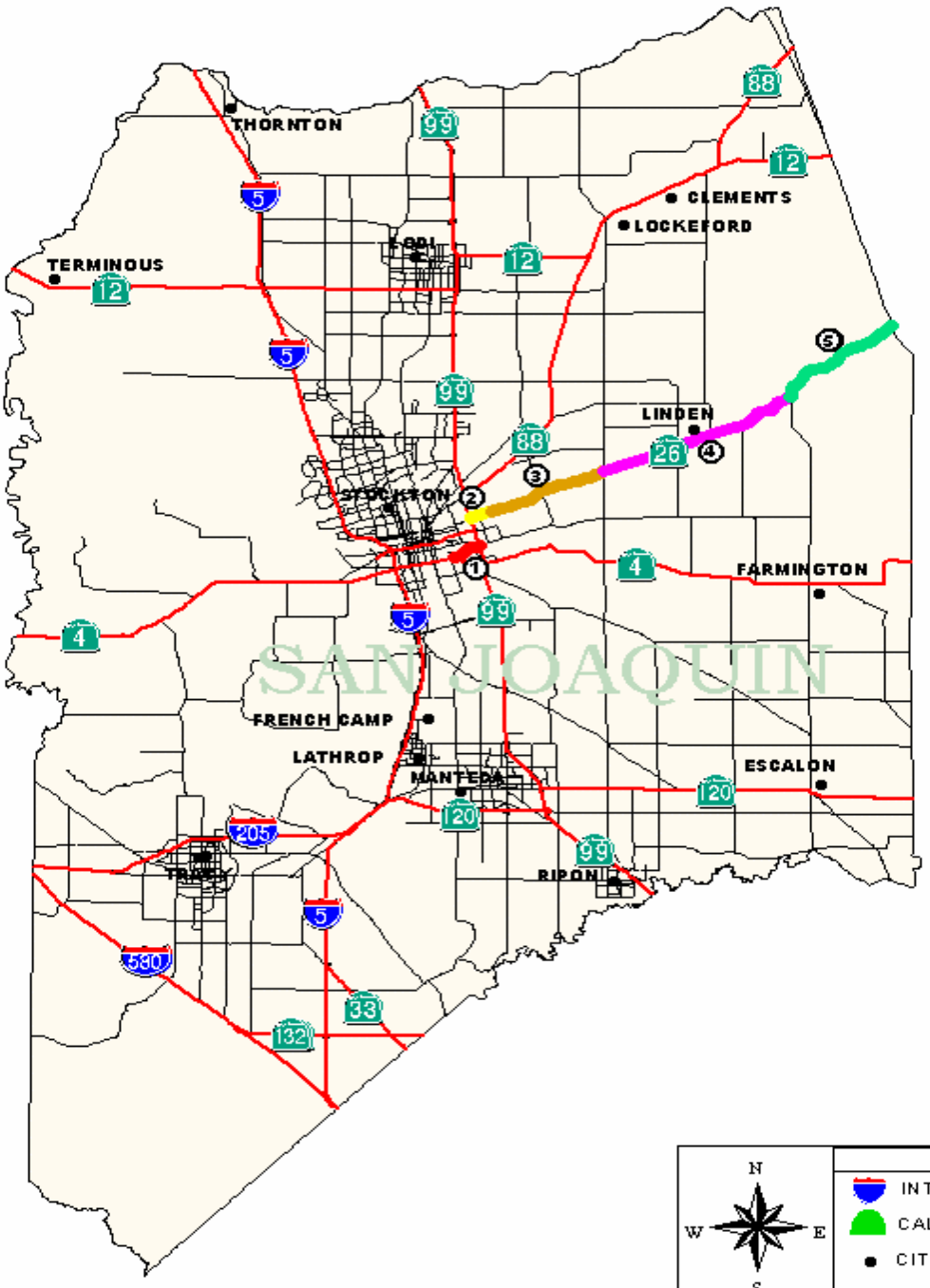

EXECUTIVE SUMMARY

SEGMENTS	POST MILE/ KILOMETER POST	LOCATION	2000 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
1	0.00-1.10/ 0.00-1.77	From Jct. Charter Way/Mariposa Rd. to Jct. SR-99	Relinquished to the City of Stockton Effective March 6, 2000				
2	1.10-1.89/ 1.77-3.04	Jct. SR-99 to Stockton Diverting Canal	E	2-Lane Conventional	F	D	5-lane Conventional
3	1.89-6.84/ 3.04-11.00	Stockton Diverting Canal to Jack Tone Rd.	C	2-Lane Conventional	D	D	2-lane Conventional with continuous left turn lanes
4	6.84-15.05/ 11.00-24.21	Jack Tone Rd. to Escalon Bellota Rd.	C	2-Lane Conventional	D	D	2-lane Conventional with continuous left turn lanes
5	15.05-20.50/ 24.21-32.99	Escalon Bellota Rd. to Calaveras County Line	B	2-Lane Conventional	D	D	2-lane Conventional with passing lanes

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ROUTE 26 CORRIDOR STUDY
Segmentation Map – Calaveras County

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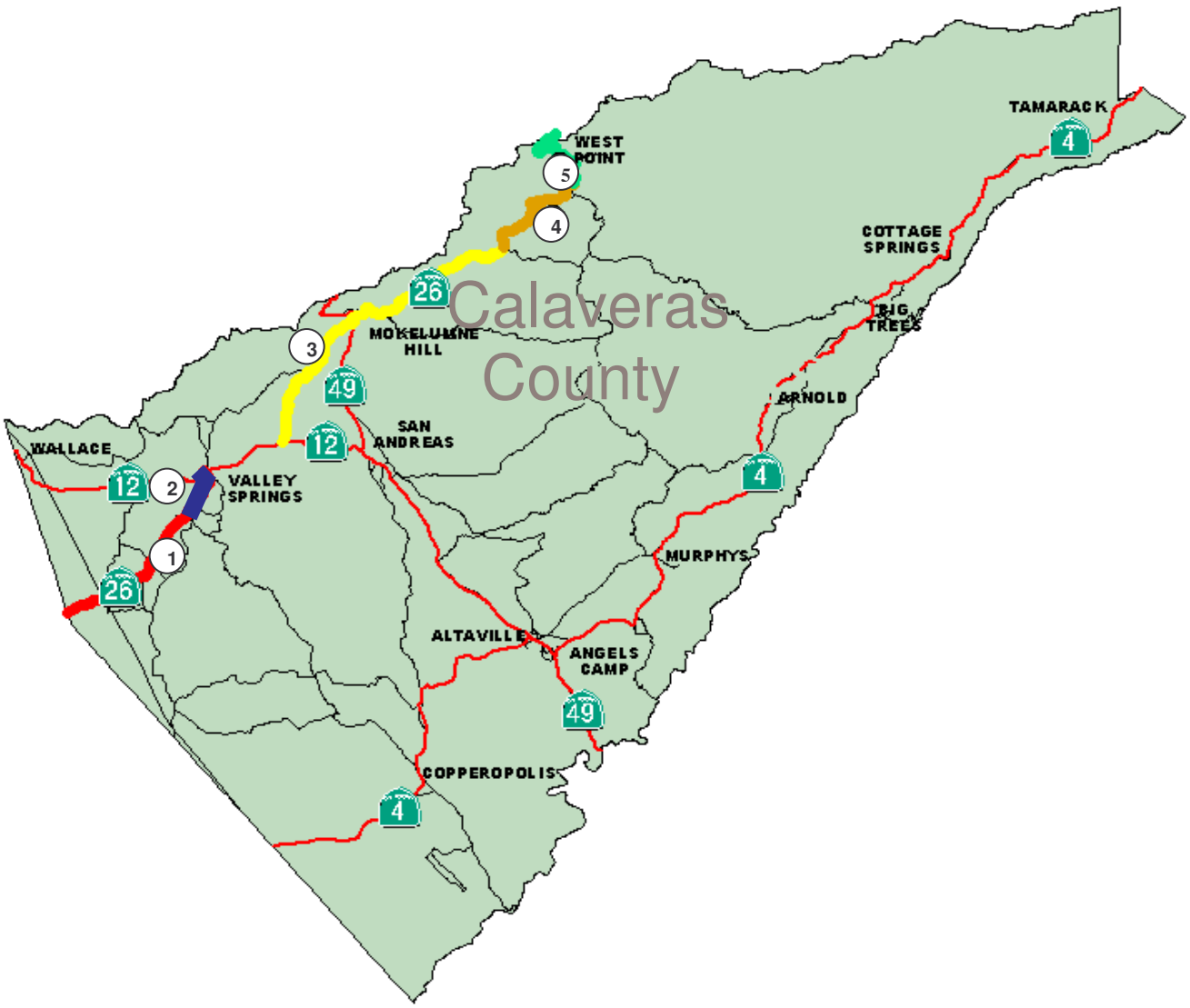


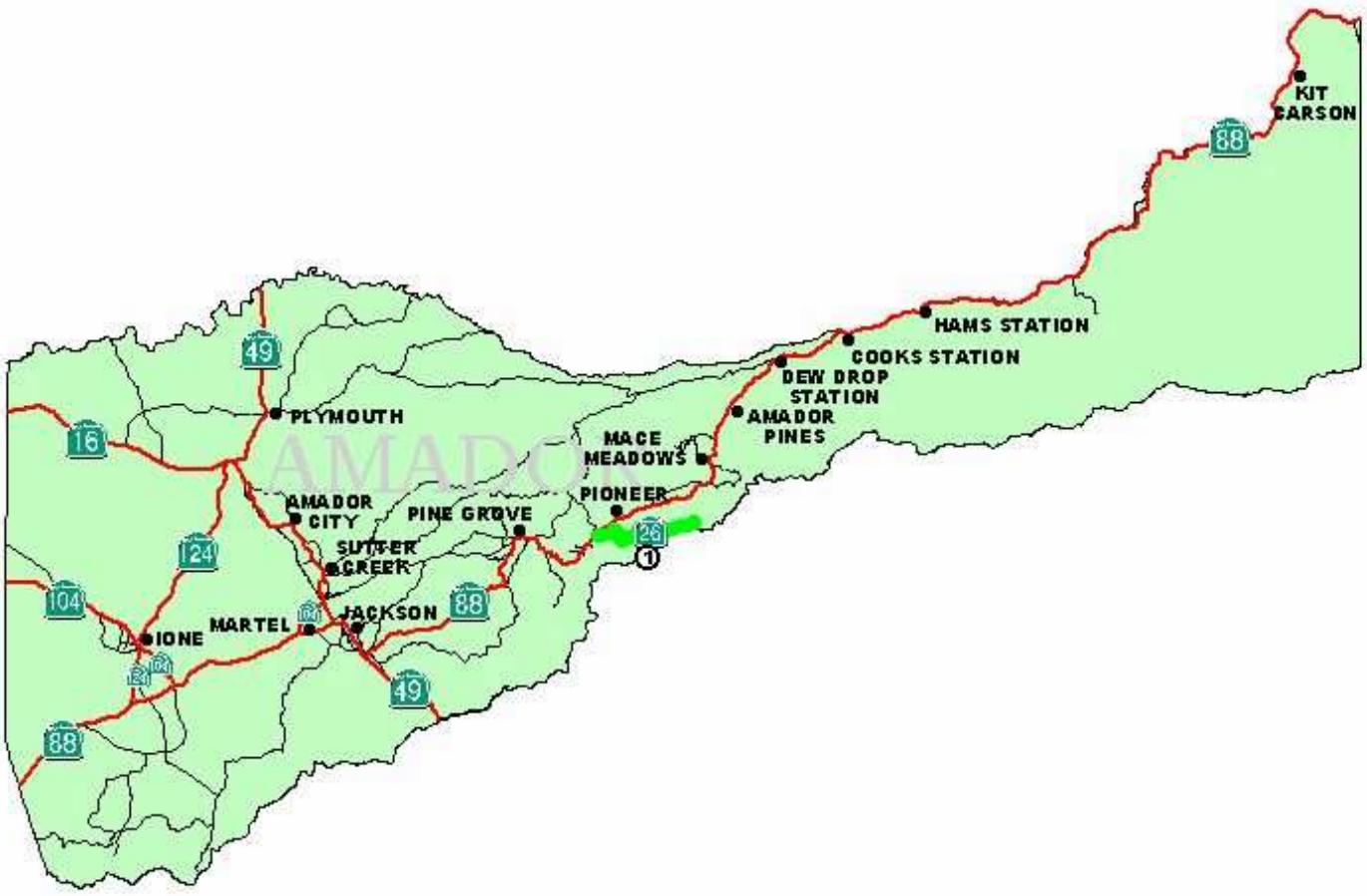
EXECUTIVE SUMMARY

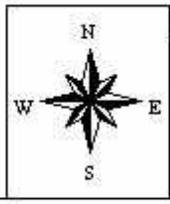
SEGMENTS	POST MILE/ KILOMETER POST	LOCATION	2000 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
1	0.00-7.62/ 0.00-12.26	Calaveras County Line to Silver Rapids Rd.	C	2-lane conventional	C	D	2-lane conventional with passing lanes
2	7.62-10.43E/ 12.26-16.78E	Silver Rapids Rd. to East Jct. SR-12	D	2-lane conventional	E	D	5-lane conventional or alternate alignment/connector
3	10.43E-26.79/ 16.78E-43.11	Jct. SR-12 to Ridge Rd.	B	2-lane conventional	B	D	2-lane conventional with left turn lanes
4	26.79-33.64/ 43.11-54.13	Ridge Rd. to West Point	A	2-lane conventional	B	D	2-lane conventional with passing and continuous left turn lanes
5	33.64-38.32/ 54.13-61.66	West Point to the Amador County Line	B	2-lane conventional	C	D	2-lane conventional with passing lanes

Caltrans
District 10

ROUTE 26 CORRIDOR STUDY
Segmentation Map – Amador County

Department of Transportation
District 10
Office of System Planning





LEGEND
- INTERSTATE HIGHWAYS
- CALIFORNIA HIGHWAYS
- CITIES / TOWNS
- CITY ST./COUNTY RD.

EXECUTIVE SUMMARY

SEGMENTS	POST MILES	LOCATION	2000 LOS	CURRENT FACILITY	2020 LOS W/O IMPROVEMENTS	2020 CONCEPT LOS	2020 CONCEPT FACILITY
①	PM 0.00-4.64 KP 0.00-7.46	From Cal/Ama County Line to Jct. SR88.	B	2-lane Conventional	C	D	2-lane Conventional with passing lanes and turnouts.

Transportation Concept Report
State Route 26

STATEMENT OF PLANNING INTENT

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning facilitates the efficient, economical, and inter-modal movement of people, goods, and information. It is part of the continuing, cooperative, and comprehensive transportation planning process. System planning strives for interregional and statewide continuity of the State's transportation network.

PURPOSE OF THE TRANSPORTATION CONCEPT REPORT (TCR)

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that LOS. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies, which have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy.

The TCR will be updated as needed, as conditions change, or as new information is obtained.

ROUTE DESCRIPTION

Route Designations

State Route 26 (SR-26) is functionally classified as a Minor Arterial for the entire route except through Stockton where it is functionally classified as a Principal Arterial. SR-26 is not part of the Interregional Road System (IRRS) or National Highway System (NHS). It is not designated as a Strategic Highway Network (STRAHNET) Deployment Route, or Scenic Highway. SR-26 is on the Freeway and Expressway (F&E) System from SR-99 in Stockton to SR-12 in Valley Springs. It is a Terminal Access Route on the State - Surface Transportation Assistance Act (STAA) Network through segment 2 in San Joaquin County.

Purpose of the Route

This corridor primarily serves interregional traffic. In the Stockton area, the SR-26 corridor serves commercial/industrial development. It also serves as a local commuter route in the cities of Stockton and Linden. SR-26 serves to provide access to New Hogan Reservoir, and the Rancho Calaveras and La Contenta Residential developments near Valley Springs. SR-26 is also used to serve the small communities of Mokelumne Hill and West Point.

ROUTE CONCEPT SUMMARY/RATIONALE and CONSIDERATIONS

The route concept is compromised of two factors:

(1) The minimum LOS tolerable for peak hour conditions.
(2) The type of facility necessary to provide the concept LOS.
(Refer to Appendix 2 for LOS definitions)

State Route 26 Concept/Rationale

The Interregional Road System (IRRS) is a series of Interregional state highway routes outside urbanized areas that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. The concept facility for an IRRS route in rural areas is "C" and "D" in urban and developing areas. The concept facility for routes that are not on the Interregional Road System is "D." State Route 26 is not an IRRS route, therefore the concept Level of Service (LOS) for the 20-year planning horizon is "D." The concept facility needed to meet our concept LOS for each segment is detailed on the following page. The Ultimate Transportation Corridor (UTC) for SR-26 is a continuous 2-lane conventional highway except in the Stockton urban area and the Rancho Calaveras/Valley Springs area where the UTC is a 5-lane conventional highway.

Some segments with projected inadequate LOS will require the addition of passing lanes in order to improve their operating condition. Passing lanes on two-lanes rural highways have two important functions: 1) to reduce delays at specific bottleneck locations such as steep upgrades, and 2) to improve the overall traffic operation by breaking up traffic platoons and reduce delays caused by inadequate passing opportunities over substantial lengths of the highway.

The location and configuration of passing lanes will vary depending on needs, terrain and other constraints. Passing lanes can include a range of design alternatives that can facilitate achieving the concept LOS.

As the need for passing opportunities grows with increase in traffic volumes, passing lanes should be placed at intervals as low as 3 to 5 miles. Where there is a need for only moderate operations, passing lanes should be placed with 10 to 15-mile spacing. The optimal length of a passing lane to reduce platooning is usually 0.5 to 1 mile including the tapers or transitional sections.

SAN JOAQUIN COUNTY

Segments 3 through 5 in San Joaquin County currently meet the established minimum, LOS "D." Segment 2 is currently operating below the established minimum.

Segment 1 (PM 0.0-1.10/KP 0.00-1.77)

This portion of SR-26 from SR-4 to SR-99 was relinquished to the City of Stockton effective March 6, 2000.

Segment 2

The concept facility for Segment 2 (PM 1.10-1.89/KP 1.77-3.04) is a 5-lane conventional highway.

A 5-lane conventional highway is currently needed to meet the concept LOS. The UTC for this segment is the same as the concept facility. San Joaquin Council of Governments has identified the need for a Gateway Project in Linden to help slow travel speeds, demark an urban area and do context sensitive design work.

Segment 3

The concept facility for Segment 3 (PM 1.89-6.84/KP 3.04-11.00) is a 2-lane conventional highway with continuous left turn lanes.

The projected LOS will be adequate for the next 20-year planning horizon. The UTC for this segment is the same as the concept facility.

Segment 4

The concept facility for Segment 4 (PM 6.84-15.05/KP 11.00-24.21) is a 2-lane conventional highway with passing and continuous left turn lanes.

The projected LOS will be adequate for the next 20-year planning horizon. The UTC for this segment is the same as the concept facility.

Segment 5

The concept facility for Segment 5 (PM 15.05-20.50/KP 24.21-32.99) is a 2-lane conventional highway with passing lanes.
The projected LOS will be adequate for the next 20-year planning horizon. The UTC for this segment is the same as the concept facility.

CALAVERAS COUNTY

The LOS for the existing two-lane conventional highway through Calaveras County currently meets the established minimum LOS "D".

Segment 1

The concept facility for Segment 1 (PM 0.00-7.62/KP 0.00-12.26) is a 2-lane conventional highway with passing lanes.

The LOS for this segment is projected to be adequate for the 20 year planning horizon. The UTC is the same as the concept facility.

Segment 2

The concept facility for Segment 2 (PM 7.62-10.43E/KP 12.26- 16.78E) is a 5-lane conventional highway or connector between Rancho Calaveras and Valley Springs.

The LOS for this segment is projected to be deficient within the 10-year planning horizon. A 5-lane conventional highway is needed to meet the concept LOS.

A preliminary study to determine the feasibility of constructing an alternative alignment to relieve traffic congestion in Valley Springs is currently being conducted by Calaveras County, Calaveras Council of Governments, and Caltrans.

The UTC is pending the selection of the preferred alternative for this corridor.

Note: SR-26 and SR-12 are concurrent from the W. Junction of 12 to the E. Junction of 12 in Valley Springs. SR-12 is the designated legislative route, therefore, please refer to the SR-12 TCR for further details regarding the alternative alignment.

Segment 3

The concept facility for Segment 3 (PM 10.43E-26.79/KP 16.78E-43.11) is a 2-lane conventional highway with left turn lanes.

The LOS for this segment is projected to be adequate for the 20 year planning horizon. The UTC is the same as the concept facility.

Segment 4

The concept facility for Segment 4 (PM 26.79-33.64/KP 43.11-54.13) is a 2-lane conventional highway with continuous left turn lanes.

The LOS for this segment is projected to be adequate for the 20 year planning horizon. The UTC is the same as the concept facility.

Segment 5

The concept facility for Segment 5 (PM 33.64-38.32/KP 54.13-61.66) is a 2-lane conventional highway with passing lanes.

The projected LOS will be adequate within the 20-year planning horizon. The UTC is the same as the concept facility.

AMADOR COUNTY

The LOS for the existing two-lane conventional highway through Amador County currently meets the established minimum LOS "D".

The concept facility for Segment 1 (PM 0.00-4.64/KP 0.00-7.46) is a 2-lane conventional highway with passing lanes and turnouts.

The projected LOS will be adequate within the 20-year planning horizon. The UTC is the same as the concept facility.

State Route 26 Considerations

Safety/Operational Improvements

Included on the Segment Fact Sheets for each segment is the Traffic Collision rate for that stretch of roadway. This rate indicates the number of incidents per million vehicle miles traveled based on three years of data.

The State Highway Operations and Protection Program (SHOPP) requires Caltrans to prepare a highway operations and protection program to preserve and protect the state highway system. SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

Signals

There is currently one signal on SR-26 in San Joaquin County, and three signals planned for SR-26 in the counties of San Joaquin, and Calaveras.

Existing Signals

County	Route	PM/KP	Description
SJ	*SR-26*	*1.38/ 2.25*	*SR-26 and Oro St.*

Planned and Programmed Signal Projects

County	Route	PM/KP	Description
Cal	*SR-26*	*33.70/ 54.23*	*SR-26 and Barney Way*

Access Management

Access Management would improve traffic operations and increase capacity on SR-26, specifically, through segment 2 in San Joaquin County from SR-99 to the Stockton Diverting Canal, and segment 2 in Calaveras County from Silver Rapids Rd. to the East Junction of SR-12. The concept facility for both areas is a 5-lane conventional highway. A two-way left turn lane median will improve operations significantly through these areas, and is justified because of the high volumes. Calaveras County, Calaveras Council of Governments, and Caltrans have completed a study to determine the feasibility of constructing an alternative alignment to relieve traffic congestion in Valley Springs. The County may want to consider developing an Access Management Plan, which would affect SR-26 by diverting traffic, improving traffic operations, and increasing safety.

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit, or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control, and access management.

Access management provides, or manages, access to adjacent property and other streets, while maintaining the traffic flow on the highway. Access management can limit deceleration requirements, and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways.

One of the most beneficial techniques is to limit the number of intersections and drive ways along the highway. On highways where business develop without planning of driveway and intersection locations, interference from the roadside can become a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced with respect to the traffic volumes, the highway can function more efficiently.

Another technique is a median. The most common types of medians are two-way left-turn lanes and raised medians with left turn pockets. Two-way left-turn lanes are justified on two-lane roads when traffic volumes are greater than 5,000 ADT (Annual Daily Traffic), and greater than 10,000 ADT on multi-lane highways. The purpose of the left-turn lane is to provide through traffic movement on the highway by permitting controlled left-turn movements to adjacent development. Raised or curbed medians are considered a safety feature for high-traffic volume highways, with high levels of development and moderate vehicle speeds. They also provide

through traffic service by controlling the location of the left turns by separating the opposing traffic. However, merchants may consider raised medians as inhibiting access to their business.

Trucks

In San Joaquin County, trucks account for 7% to 11% of Average Daily Traffic (ADT) on SR-26. The majority of truck traffic is farm-to-market and serves the agriculture-related industries in this region, although some commercial traffic is present along segment 1. In Calaveras County, trucks account for approximately 5% of the ADT and the majority of the traffic is "farm-to-market". In Amador County, trucks account for 6% of the traffic. Due to the limited rail freight service to Amador County, trucks handle most of the freight entering and exiting Amador County.

Programmed and Planned Projects

Programmed Projects

The State Highway Account is the main funding source for the State Transportation Improvement Program (STIP). Excise tax on motor vehicle-fuels, motor vehicle weight-fees, and reimbursements from the Federal Trust Fund for Federal-Aid highway projects are the three major funding sources. Programmed projects are funded over a period of several years. These projects must be included in the RTPs in order to be adopted and programmed by the CTC. Programmed projects are funded through the STIP and State Highway Operations and Protection Program (SHOPP), the two primary documents through which the CTC commits and allocates funds to particular projects. SR-26 is not part of the Interregional Road System (IRRS), therefore it is precluded from Interregional Improvement Program (IIP) funding.

The programmed projects should be included in the Transportation Concept Report (TCR) when determining future level of service (LOS). When a capacity improvement project is programmed for any phase, this project should be considered as a constructed project for the 10-year and 20-year planning horizon. The following projects are programmed on SR-26 within the counties of San Joaquin, Calaveras, and Amador:

Programmed Projects

County	Route	PM/KP	Description	Designation
SJ	*SR-26*	*1.90-2.40/ 3.05-3.86*	*Widening and Install Left Turn Lane*	*2002 Minor*
SJ	*SR-26*	*15.30-15.90/24.62-25.58*	*Realign Existing curve*	*2000 SHOPP PA&ED*
SJ	*SR-26*	*17.90-20.10/28.80-32.34*	*Curve Correction*	*2002 SHOPP*
Cal	*SR-26*	*7.10-8.30/ 11.42-13.35*	*Curve Correction and Widen*	*2000 SHOPP 2001 PA&ED*

Planned Projects

The Regional Transportation Planning agencies (RTPAs) lay out short and long-term transportation planning activities that address Tier 1 and Tier 2 highway improvement projects. Tier 1 is a list of projects that the region intends to implement, build and maintain during the plan period. These are financially constrained projects. However, Tier 2 projects are simply visionary and financially unconstrained. Tier 2 projects could move to Tier 1 if support is strong and funding could be identified.

Planned Projects are recommended projects or an assessment of future facility improvements. They identify the investment strategies, alternatives, and project priorities and must be included in the Regional Transportation Plans (RTPs) in order to be adopted and programmed by the California Transportation Commission (CTC). The following projects are planned on SR-26 within the counties of San Joaquin, Calaveras, and Amador:

Planned Projects

County	Route	PM/KP	Description	Designation
SJ	*SR-26*	*1.88-6.85/ 3.03-11.02*	*New Capacity, Cardinal (diverting canal) to Jack Tone*	*Regional Transportation Plan 2001*
SJ	*SR-26*	*4.60-6.00/ 7.40-9.66*	*Install Continuous Two-Way Left turn Lane*	*2003 SHOPP PID*
SJ	*SR-26*	*5.80-8.90/ 9.33-14.32*	*Construct a continuous Two-Way Left Turn Ln and 2.4 meter shoulders.*	*2002 SHOPP Long Lead*
SJ	*SR-26*	*6.85-20.51/ 11.02-33.00*	*Road/Shoulder improvements and passing lanes from Jack tone Rd. to the Calaveras County Line*	*Regional Transportation Plan 2001*
SJ	*SR-26*	*15.30/ 24.62*	*Upgrade Bridge Rails and Widen*	*2004 Minor*
SJ	*SR-26*	*17.10-17.90/ 27.51-28.80*	*Curve correction*	*2003 SHOPP PID*
Cal	*SR-26*	*0.00-10.30/ 0.00-16.58*	*Construct road/shoulder improvements and passing lanes from SR-26-SR-12*	*Valley to Foothill ISS*
Cal	*SR-26*	*8.99-10.30/ 14.47-16.58*	*Construct 2-lane expressway on new alignment - SR-12/26 Valley Springs Bypass*	*2001 Regional Transportation Plan*

RIGHT OF WAY AND ENVIRONMENTAL ISSUES

Right-of-Way Issues

Land uses along SR-26 include agriculture, single and multi-family residential, commercial, and light and heavy industrial. The predominant land use is agriculture, except for the City of Stockton, and the towns of Linden and Valley springs, where residential and commercial developments may limit right-of-way acquisitions.

Air Quality

SR-26 is an east/west route traversing both the San Joaquin Valley and Mountain County Air Basins.

San Joaquin Valley Air Basin

San Joaquin County is part of the San Joaquin Valley Air Basin. The San Joaquin Valley Air Basin is defined by mountain and foothill ranges to the east and west. This area has been designated as a severe non-attainment area for ozone, non-attainment for particulate matter (PM-10), and as attainment area for carbon monoxide (CO). State and federal laws require that all state and regional transportation plans conform with the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. Compliance with conformity laws mandate that adjacent non-attainment areas work together toward practical attainment strategies, such as the cooperation among the eight local Regional Transportation Planning Agencies (RTPA) within the San Joaquin Valley, Caltrans and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Due to valley wide non-attainment, the eight RTPA's (three agencies in District 10) approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. The Transportation Planning Agencies developed another MOU with the SJVUAPCD. The major focus of these comprehensive, planning agreements was to reduce emissions through the following measures:

- Development and analysis of transportation control measures that each county could reasonably implement.
- Identification of effective transportation models that would generate a consistent analysis and reporting base.
- Satisfaction of conformity requirements for state and federal funds, especially the Transportation Equity Act for the 21st Century (TEA-21) funds.

The participation of the Valley Counties in the MOU is reflected in the updated San Joaquin County Regional Transportation Plan (RTP) submitted for current STIP funding cycle. The RTP

identifies projects aimed not only at road improvements, but also at transit projects. The transit projects focus on reducing single-passenger vehicle trips as well as bicycle paths to make room for non-emission travel.

The 1990 Federal Clean Air Act Amendments (CAAA), promulgated November 15, 1990, placed new requirements on sources of air pollution in areas (including the San Joaquin Valley) failing to meet federal air quality standards. The CAAA included more stringent requirements for demonstrating air quality conformity in Transportation Plans and Projects, per the conformity provisions in Section 176(a). On November 15, 1993, the EPA published conformity rules delineating specific criteria and procedures for fulfilling the conformity requirements of the CAAA. This rule, effective September 15, 1997, has been updated and published in the Federal Register August 15, 1997.

Mountain County Air Basin

Calaveras and Amador counties are part of the Mountain County Air Basin. Calaveras County is classified as non-attainment for particulate matter ten microns or greater (PM-10), Amador County is unclassified for PM-10. Both counties are unclassified for Carbon Monoxide (CO). Based on the recommendations of the EPA and the California Air Resource Board (CARB) both counties will soon be classified as non-attainment areas for ozone for the 8-hour standard.

State and federal laws require that State and Regional Transportation Plans conform with the EPA's adopted State Implementation Plan (SIP) for air quality. The Clean Air Act Amendments of 1990 established a requirement that Transportation Plans, Programs, and Projects conform to the SIP's purpose of attainment of the National Ambient Air Quality Standards (NAAQS). Compliance with the conformity rule mandates that non-attainment areas work together toward practical attainment strategies. For example, the cooperation among the local Transportation Planning Agency's (TPA) within each county, Caltrans, and the respective Unified Air Pollution Control Districts (UAPCD).

ALTERNATIVE TRANSPORTATION

Fixed Route Transit and Demand Response Service

SAN JOAQUIN COUNTY

Intercity and Interregional Bus Service: The Stockton Metropolitan Area Rapid Transit (SMART) provides public transit service in San Joaquin County. In Fiscal Year 1994-95 SMART initiated Intercity Bus service and expanded its interregional subscription bus service. The service has since been expanded and modified to meet the demands of San Joaquin County commuters. The service connects to major employment centers and transit hubs in the Bay Area and in Sacramento.

Lodi Grapeline Expansion: The City of Lodi's fixed route service, the Grapeline, initiated service in FY 1994-95 with six routes hubbing out of the downtown area. This service provides service between Lodi, Galt, and Stockton along SR-99. SMART and the city of Lodi has established a Transfer Coordination program to create a "seamless" transit network, allowing North San Joaquin residents to transfer between the two systems at a discounted fare.

Downtown Stockton Transit Center: A site in downtown Stockton has been selected for a major transit center; an environmental impact analysis of the site is underway.

CALAVERAS COUNTY

Calaveras Transit is the only public transit service in Calaveras County. Calaveras Transit operates fixed route transit service throughout much of Calaveras County with a route extending to J St./3rd in the Sacramento area. Calaveras Transit operates one transit route along SR-26: Route 3 with bus stops in Mokelumne Hill, Glencoe, and West Point. ARTS also offers demand response transit service at certain times of the day. The bus service can deviate as much as ¾ mile on either side of the fixed route.

AMADOR COUNTY

Amador Rapid Transit System (ARTS) is the only public transit service in Amador County. ARTS operates fixed route transit service throughout much of Amador County with a stop in Rancho Murieta in Sacramento County. ARTS also offers demand response transit service at certain times of the day. The bus service can deviate as much as ½ mile from the fixed route. ARTS currently does not have a route along SR-26.

Rail

The San Joaquin Valley is served by the Amtrak "San Joaquins" on a daily basis. The San Joaquins offer four daily northbound and southbound trains, connecting Los Angeles, Oakland and Sacramento via Stockton. The route also includes dedicated feeder bus service connecting the cities of Stockton to San Jose, via Tracy and connecting Stockton to Sacramento. Direct train service, replacing the bus, between Stockton and Sacramento is subject of current negotiations between the State and Southern Pacific Railroad (SPRR).

In San Joaquin County, the Altamont Commuter Express (ACE) rail service is part of a multi-modal solution to improving traffic flow and linkage between the San Joaquin Valley and the Bay Area. ACE will continue adding trains as the demand increases.

There are currently no rail services within Calaveras County. County residents can obtain passenger rail service in Stockton, Sacramento, Oakland, or San Francisco.

The Amador Central Railroad, owned by the Sierra Pacific Company, operates within Amador County and is used for freight hauling only. There is no passenger service on the rail line. County residents can obtain passenger rail service in Stockton, Sacramento, Oakland, or San Francisco.

Airports

In San Joaquin County, the Stockton Metropolitan Airport is the only public access airport that serves along side SR-99. The airport currently provides service to Phoenix three times a day.

Commuters from the Bay Area may prefer traveling from Stockton to avoid Bay Area congested highways and high rate parking.

In Calaveras County, the Calaveras County airport (also known as the Maury Rasmussen Field) is the only public general use facility. The airport is located miles south of San Andreas and five miles north of the City of Angels along SR-49. The airport is able to serve all single engine aircraft, as well as helicopters.

There is only one public airport serving Amador County, Westover Field. It is located near the City of Martell. The estimated number of annual aircraft operations is 43,422.

Bicycle Facilities

San Joaquin County currently offers several different bicycle routes and facilities. The county has added and expanded three Class I Bicycle facilities, as well as eleven Class II Bicycle facilities. The majority of these facilities were designed to channel and aid traffic flow improvements. Ongoing expansion of bicycle facilities remains a top priority within the county and several actions are currently being explored to expand the current capacity of the existing system.

Due to the hilly terrain and narrow to non-existent shoulders on the roads, bicycle facilities are limited in Calaveras County. A bicycle-pedestrian facility exists on Mountain Ranch Road as well as a Class I bicycle path in San Andreas adjacent to the Calaveras High School.

Amador County has very few designated bicycle routes. Due to the rural nature of the county, and the absence of shoulders on numerous roads, bike paths have been difficult to designate. Investigation into the development of bicycle alternatives, remain an on going priority within the county.

Park and Ride Lots

Currently, there are no Park-and-Ride Lots owned and operated by Caltrans on SR-26. There is a Park-and-Ride lot within close proximity to SR-26 in the City of Stockton. An additional Park-and-Ride lot has been proposed at the junction of SR-12 and SR-26 in Valley Springs.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion may be reduced by improving incident management and possibly reducing the number of incidents through an Intelligent Transportation System (ITS). ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for traveler information and congestion management through changeable message boards, ramp metering, and automated warning systems.

A San Joaquin Valley ITS Strategic Deployment Plan (SJV ITS SDP) has recently been completed for the eight Valley counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kern, Kings, and Tulare. The Plan includes recommendations for Valley-wide and inter-jurisdictional initiatives to address problems that affect the entire region, as well as recommendations for projects that will address specific local problems throughout the Valley. The San Joaquin Valley ITS Strategic Deployment Plan is intended to provide a starting point for regional ITS coordination, programming, and implementation efforts over the next twenty years.

A Sierra Nevada Strategic Deployment Plan has recently been completed. The plan identifies ITS uses on a regional basis to address issues, solve problems, and meet needs impacting transportation in the Sierra Nevada Region. The study area includes a 250-mile-long section of the Sierra Nevada mountain range. It covers the five mountain counties served by District 10: Alpine, Amador, Calaveras, Mariposa, and Tuolumne. This plan also includes Mono and Inyo counties, both served by District 9, and a third focus area is known as the trans-sierra region.

The following ITS projects are planned for SR-26:

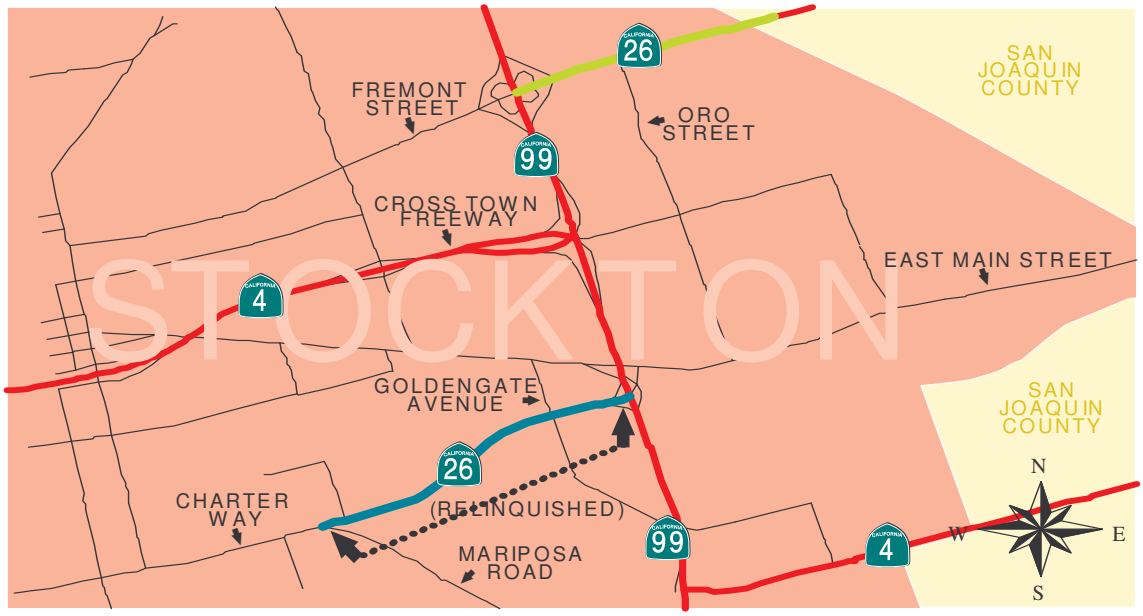
Planned ITS Projects

County	Route	PM/KP	Description
SJ	*SR-26*	*1.89/ 3.04*	*Weatherstation(WS)*
SJ	*SR-26*	*2.10/ 3.37*	*Changeable Message Sign (CMS)*

SR-26: SAN JOAQUIN COUNTY – SEGMENT 1
FACT SHEET

Location: From Mariposa Rd to Junction SR-99
Post Mile/Kilometer Post: PM 0.00 – 1.10
Kilometer Post: KP 0.00- 1.77
Length: 1.10 miles/1.77 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat

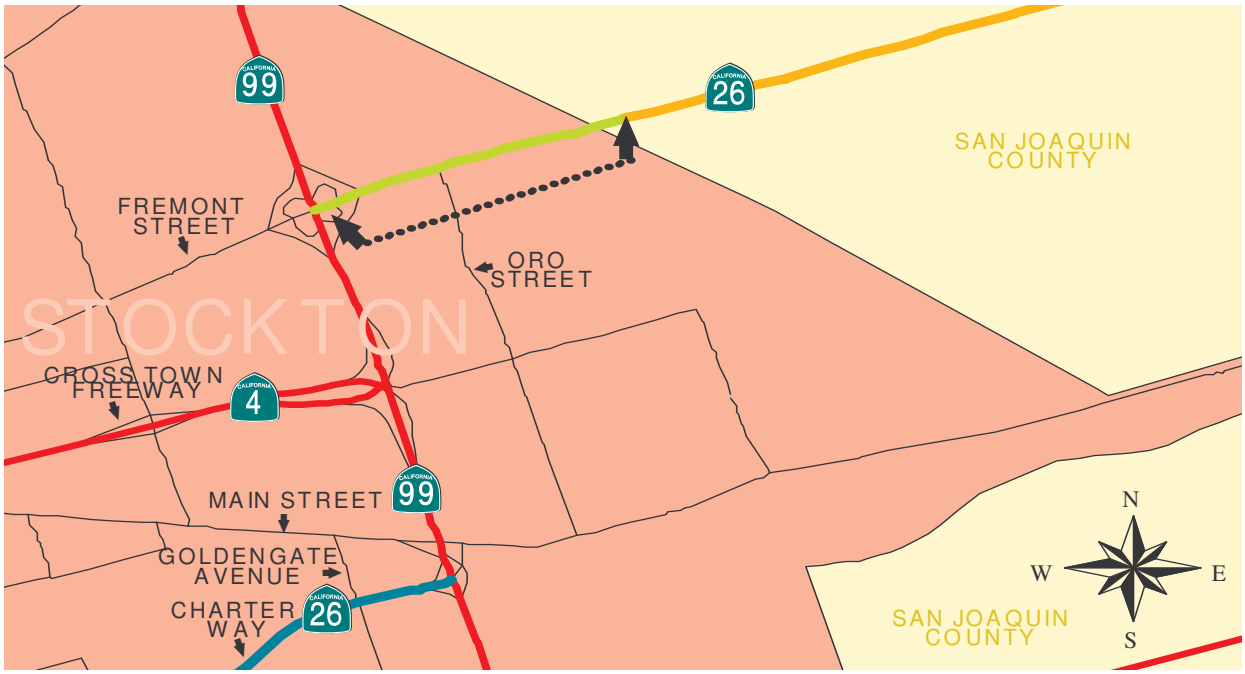


This portion of SR-26 from SR-4 to SR-99 was relinquished to the City of Stockton effective March 6, 2000.

SR-26: SAN JOAQUIN COUNTY - SEGMENT 2
FACT SHEET

Location: Junction SR-99 to Stockton Diverting Canal
Post Mile: PM 1.10E-1.89
Kilometer Post: KP1.77-3.04
Length: .79 miles/1.27 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 65 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	E	E	E
V/C	0.72	0.78	0.91
ADT	18,500	20,500	23,800
Peak Hour Volume	2000	2,200	2,500
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	8%	8%	8%

Concept Facility 5-lane conventional highway; LOS D
A 5-lane conventional highway is currently needed to meet the concept LOS D. San Joaquin Council of Governments has identified a need for a Gateway Project in Linden to help slow travel speeds, demark an urban area and do context sensitive design work.

Ultimate Transportation Corridor 5-lane conventional

Local Planning Jurisdiction San Joaquin Council of Governments City of Stockton

Planned Project(s) There are no planned projects within this segment.

Programmed Project(s) There are no planned projects within this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic High Network (STAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right of way is 160 feet wide. The treated shoulder width is 8 feet on each side of the roadway.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	500 year flood plain
Wetlands	Low Potential
Special Status Species	Moderate Sensitivity
Cultural Resources	Low Sensitivity
Leaking Underground Tanks	High
Possible Hazardous Waste	Low/Moderate
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

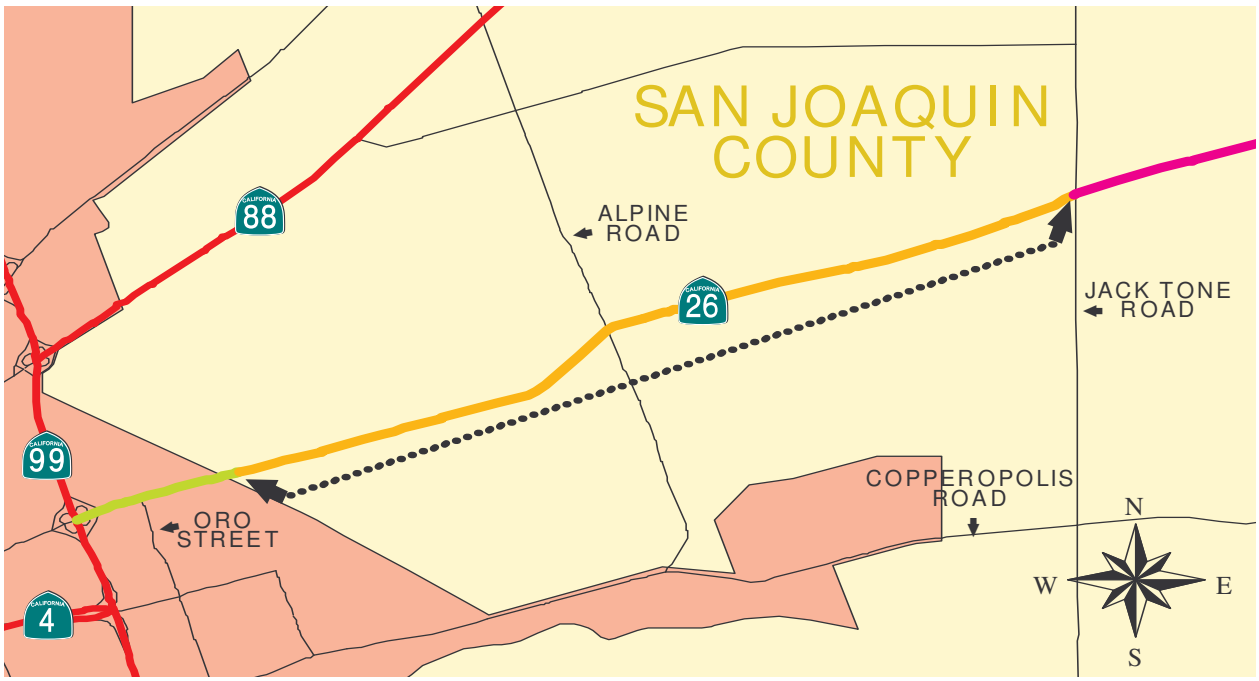
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.01	3.17	0.99	2.42

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: SAN JOAQUIN COUNTY – SEGMENT 3
FACT SHEET

Location: Stockton Diverting Canal to Jack Tone Rd.
Post Mile: PM 1.89-6.84
Kilometer Post: KP3.04-11.00
Length: 4.95 miles/7.96 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 65 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	C	D	D
V/C	0.30	0.34	0.39
ADT	8,000	9,100	10,200
Peak Hour Volume	800	1,000	1,100
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	8%	8%	8%

Concept Facility 2-lane conventional with continuous left turn lanes; LOS D

Ultimate Transportation Corridor 2-lane conventional highway with continuous left turn lanes

Local Planning Jurisdiction San Joaquin Council of Governments

Planned Project(s)

County	Route	PM/KM	Description	Designation
SJ	*26*	*1.88-6.85/ 3.02-11.02*	*New Capacity, Cardinal to Jack Tone*	*Regional Transportation Plan 2001*
SJ	*26*	*4.60-6.00/ 7.40-9.65*	*Install Continuous Two-Way Left Turn Lane*	*2002 SHOPP PID*
SJ	*26*	*5.80-8.90/ 9.33-14.32*	*Construct a continuous two-way left turn lane & 2.4 meter shoulder*	*2002 SHOPP PID*

Programmed Project(s) There are no programmed projects within this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 80 feet to 210 feet. The treated shoulder width ranges from 0 to 10 feet on each side of the roadway.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Attainment	Non-Attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 and 500 Year Flood Plain
Wetlands	Low Potential
Special Status Species	Moderate Sensitivity
Cultural Resources	Low Sensitivity
Leaking Underground Tanks	High
Possible Hazardous Waste	Low/Moderate
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

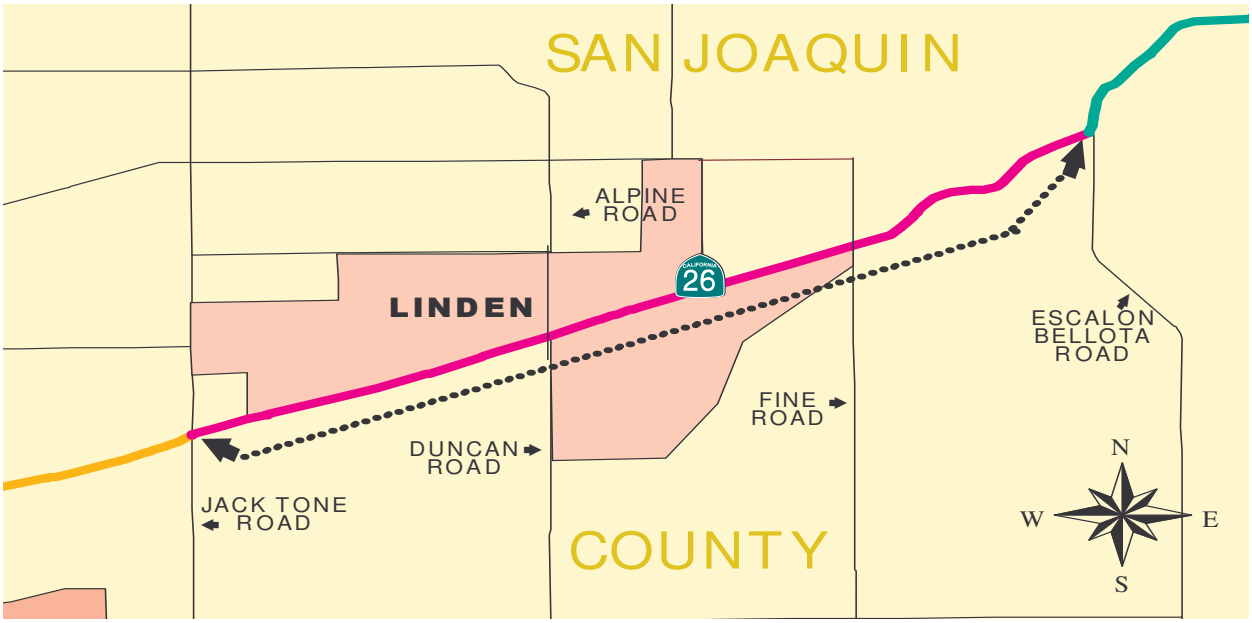
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.77	1.62	0.46	0.95

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: SAN JOAQUIN COUNTY – SEGMENT 4
FACT SHEET

Location: Jack Tone Rd. to Escalon/Bellota Rd.
Post Mile: PM 6.84-15.05
Kilometer Post: KP 11.00-24.21
Length: 8.21 miles/13.21 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 65 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	C	D	D
V/C	0.24	0.34	0.41
ADT	5,800	8,000	11,000
Peak Hour Volume	700	900	1,100
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	8%	8%	8%

Concept Facility — 2-lane conventional with passing and continuous left turn lanes; LOS D

Ultimate Transportation Corridor — 2-lane conventional highway with passing and continuous left turn lanes

Local Planning Jurisdiction — San Joaquin Council of Governments

Planned Project(s)

County	Route	PM/KM	Description	Designation
SJ	*SR-26*	*5.80-8.90/ 9.33-14.32*	*Construct a continuous two-way left turn lane & 2.4 meter shoulders*	*2002A SHOPP PID*
SJ	*SR-26*	*6.85-20.51/ 11.02-33.00*	*Road/Shoulder improvements and passing lanes from Jack Tone Road to the Calaveras County Line*	*Regional Transportation Plan 2001*

Programmed Project(s)

There are no programmed projects within this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 50-130 feet. The treated shoulder width ranges from 0 to 11 feet on each side of the roadway.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Attainment	Non-attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	500 Year Flood Plain
Wetlands	Moderate Potential
Special Status Species	Moderate Sensitivity
Cultural Resources	Low Sensitivity
Leaking Underground Tanks	Moderate/High
Possible Hazardous Waste	Low/Moderate
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

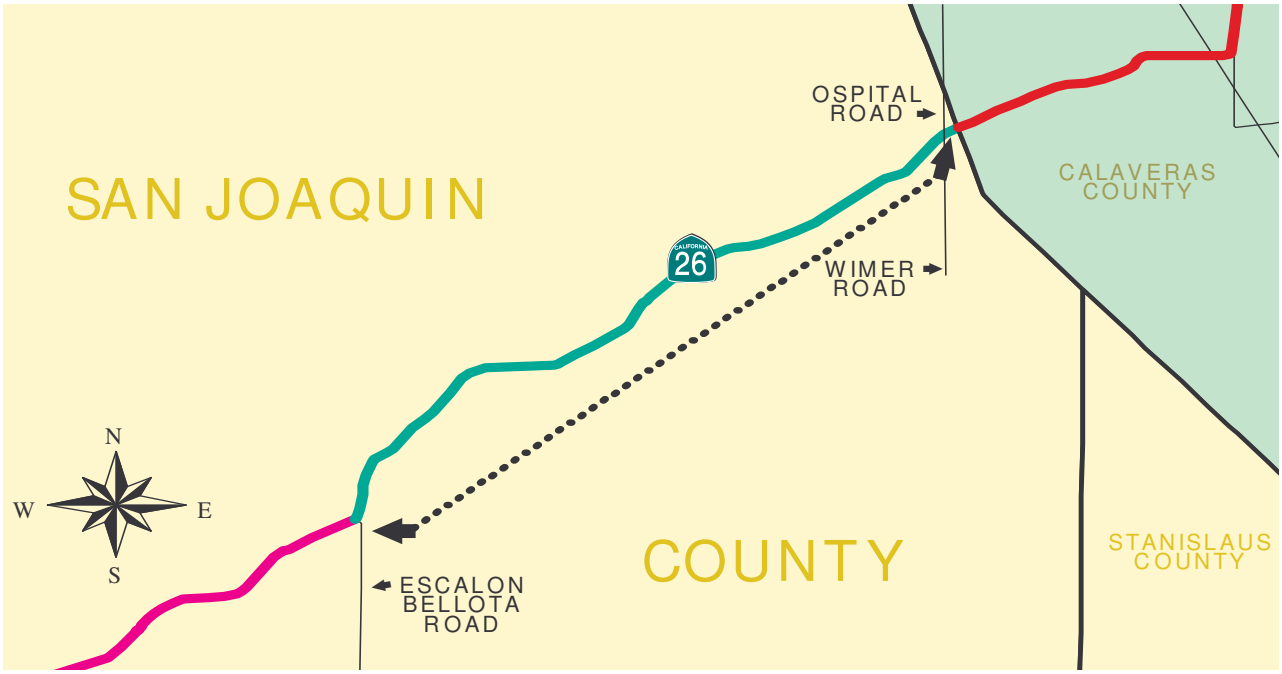
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.86	1.79	0.56	1.16

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: SAN JOAQUIN COUNTY – SEGMENT 5
FACT SHEET

Location: Escalon Bellota Road to Calaveras Co. Line
Post Mile: PM 15.05-20.50
Kilometer Post: KP 24.21-32.99
Length: 5.45 miles/8.78 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	C	C	C
V/C	0.17	0.24	0.30
ADT	4,100	5,600	7,300
Peak Hour Volume	500	700	800
Peak Hour Dir. Split	45/35	45/35	45/35
% Trucks	8%	8%	8%

Concept Facility	2-lane conventional with passing lanes; LOS D
Ultimate Transportation Corridor	2-lane conventional highway with passing lanes
Local Planning Jurisdiction	San Joaquin Council of Governments

Planned Project(s)

County	Route	PM/KM	Description	Designation
SJ	*SR-26*	*6.85-20.50/ 11.02-32.99*	*Road shoulder improvements and passing lanes from Jack Tone Road to the Calaveras County Line*	*Regional Transportation Plan 2001*
SJ	*SR-26*	*17.10-17.90/ 27.51-28.80*	*Curve Correction*	*2003 SHOPP PID*
SJ	*SR-26*	*17.90-20.10/ 28.80-32.34*	*Curve Correction*	*2003 SHOPP PID*
SJ	*SR-26*	*15.30/24.62*	*Upgrade Bridge Rails and Widen*	*2004 Minor*

Programmed Project(s)

County	Route	PM/KM	Description	Designation
SJ	*SR-26*	*15.30-15.90/ 24.62-25.58*	*Realign Existing Curve*	*2000 SHOPP PA&ED*

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way through this segment is 50 feet wide. The treated shoulder width ranges from 0 to 4 feet on each side of the roadway.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Attainment	Non-attainment

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	500 Year Flood Plain
Wetlands	Moderate Potential
Special Status Species	Moderate Sensitivity
Cultural Resources	Low Sensitivity
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

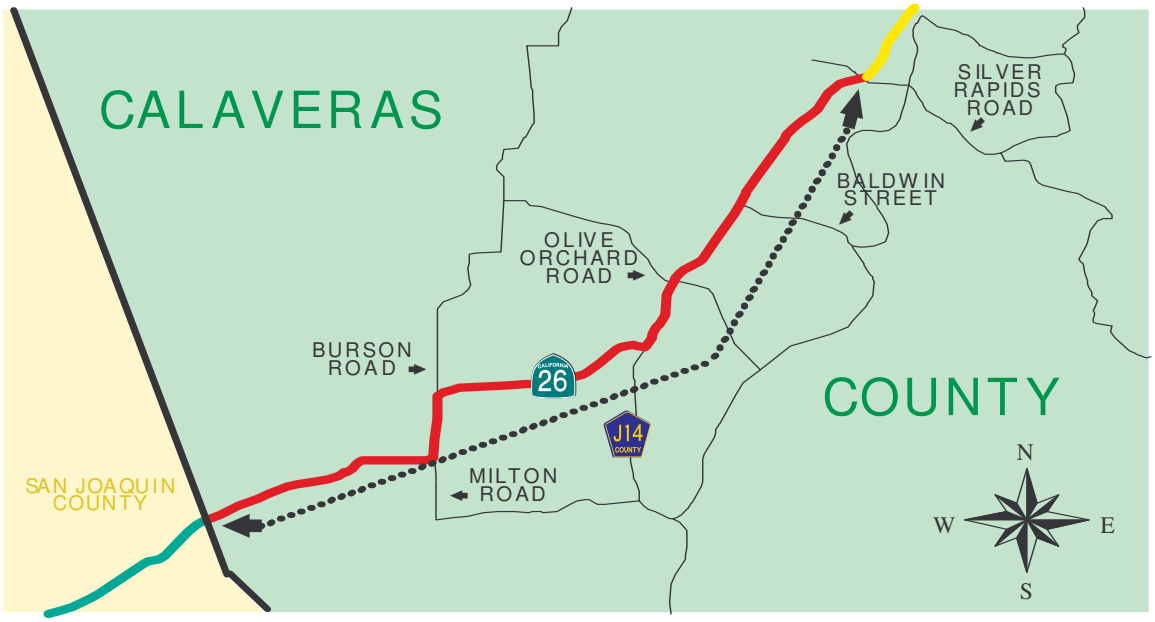
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.59	3.05	0.67	1.39

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: CALAVERAS COUNTY – SEGMENT 1
FACT SHEET

Location: Calaveras Co. Line to Silver Rapids Rd.
Post Mile: PM 0.00-7.62
Kilometer Post: KP 0.00-12.26
Length: 7.62 miles/12.26 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 50 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	C	C	C
V/C	0.16	0.20	0.28
ADT	4,100	5,200	7,200
Peak Hour Volume	400	600	800
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility — 2-lane conventional with passing lanes; LOS D

Ultimate Transportation Corridor — 2-lane conventional highway with passing lanes

Local Planning Jurisdiction — Calaveras Council of Governments

Planned Project(s)

County	Route	PM/KM	Description	Designation
Cal	*SR-26*	*0.00-10.30/ 0.00-16.57*	*Construct road/shoulder improvements and passing lanes from SR-26 to SR-12*	*Valley to Foothill ISS*

Programmed Project(s)

County	Route	PM/KM	Description	Designation
Cal	*SR-26*	*7.20-8.30/ 11.42-13.35*	*Curve Correction and Widen*	*2002 SHOPP*

System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 55-135 feet. The treated shoulder width is 0 to 6 feet on each side of the roadway

Air Quality/Environmental Status

*Air Quality**Ozone**	**Particulate Matter**	**Carbon Monoxide**
Non-attainment	Non-Attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year Flood Plain
Wetlands	Moderate Potential
Special Status Species	Moderate Potential
Cultural Resources	High Sensitivity
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

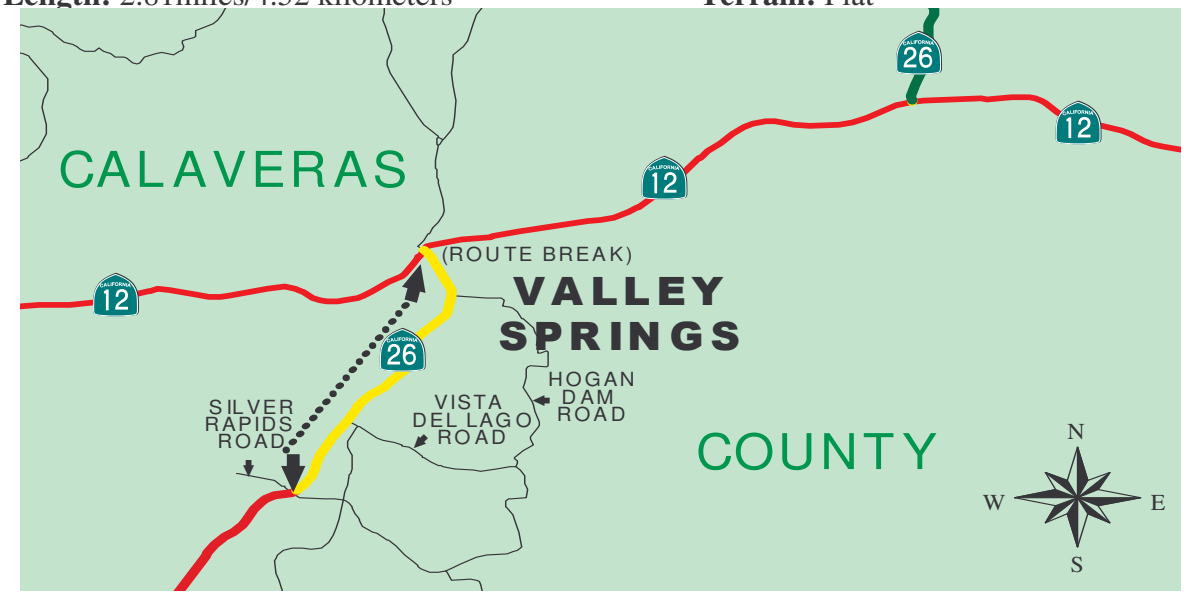
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.02	2.09	0.66	1.37

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: CALAVERAS COUNTY – SEGMENT 2
FACT SHEET

Location: Silver Rapids Rd. to East Jct. SR-12
Post Mile: PM 7.62 -10.43E
Kilometer Post: KP12.26-16.78E
Length: 2.81miles/4.52 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 55 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	D	E	E
V/C	0.41	0.60	0.71
ADT	11,400	16,700	22,800
Peak Hour Volume	1,200	1,700	2,000
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility 5-lane conventional or alternate alignment/connector; LOS D

A 5-lane conventional highway or alternate alignment/connector is needed within the 10 year planning horizon to meet the concept LOS D. A preliminary study to determine the feasibility of constructing an alternate alignment to relieve traffic congestion in Valley Springs is currently being conducted by Calaveras County, Calaveras Council of Governments, and Caltrans.
Note: SR-26 and SR-12 are concurrent from the W. Junction of 12 to the E. Junction of 12 in Valley Springs. SR-12 is the designated legislative route, therefore, please refer to the SR-12 TCR for further details regarding the alternate alignment.

Ultimate Transportation Corridor Pending selection of preferred alternative

Local Planning Jurisdiction Calaveras Council of Governments

Planned Project(s)

County	Route	PM/KM	Description	Designation
Cal	*SR-26*	*0.00-10.30/ 0.00-16.57*	*Construct road/shoulder improvements and passing lanes from SR-26 to SR-12*	*Valley to Foothill ISS*

Programmed Project(s)

County	Route	PM/KM	Description	Designation
Cal	*SR-26*	*7.10-8.30/ 11.42-13.35*	*Curve Correction and Widen*	*2002SHOPP*

System Designations

System Designations	YES	NO
Freeway/Expressway	X	
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 55-135 feet. The treated shoulder width is 0 to 6 feet on each side of the roadway

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-Attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year Flood Plain
Wetlands	Moderate Potential
Special Status Species	Moderate Potential
Cultural Resources	High Sensitivity
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.02	2.09	0.66	1.37

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: CALAVERAS COUNTY – SEGMENT 3
FACT SHEET

Location: Jct. SR-12 to Ridge Rd
Post Mile: PM 10.43E-26.79
Kilometer Post: KP16.78E-43.11
Length: 16.36 miles/26.32 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling

Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 50 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	B	B	B
V/C	0.07	0.11	0.14
ADT	1,300	1,900	2,300
Peak Hour Volume	100	200	300
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility 2-lane conventional with left turn lanes; LOS D

Ultimate Transportation Corridor 2-lane conventional highway with left turn lanes

Local Planning Jurisdiction Calaveras Council of Governments

Planned Project(s) There are no planned projects within this segment.

Programmed Project(s) There are no programmed projects within this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 40 to 100 feet. The treated shoulder width is 0 feet on each side of the roadway.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-Attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	A portion within 100 year flood plain
Wetlands	Low sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Moderate
Possible Hazardous Waste	Moderate
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

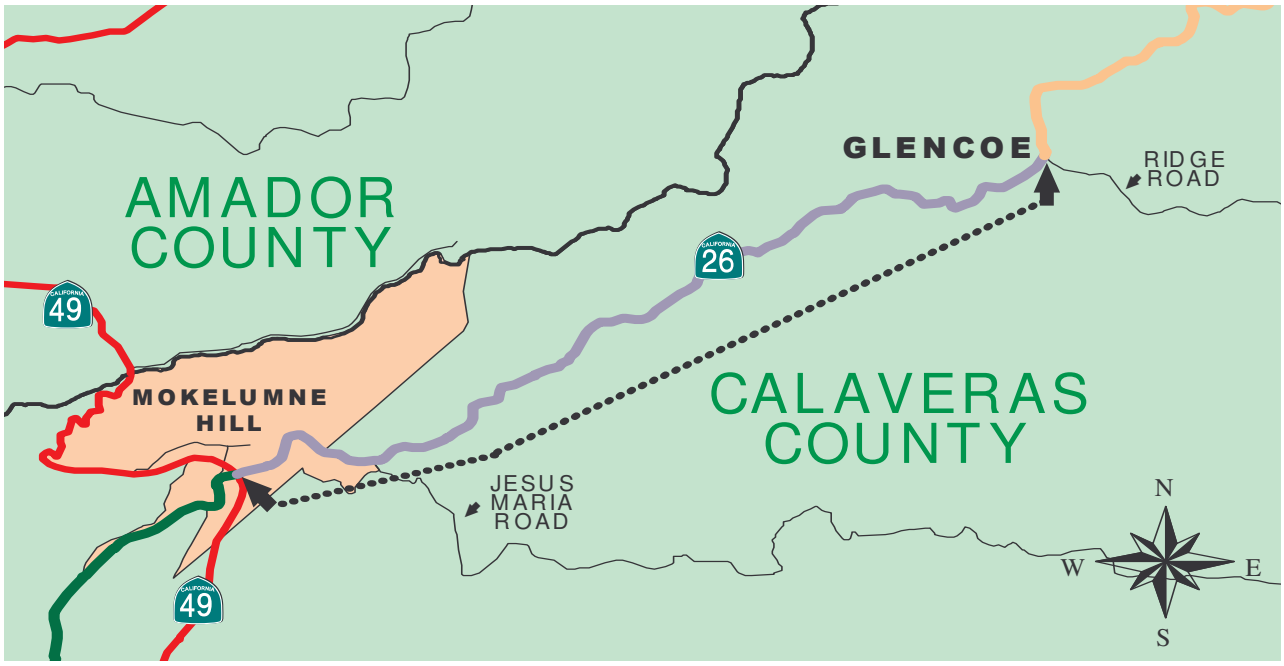
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.21	2.80	0.87	1.76

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: CALAVERAS COUNTY – SEGMENT 4
FACT SHEET

Location: Ridge Road to West Point
Post Mile: PM 26.79 – 33.64
Kilometer Post: KP 43.11 – 54.13
Length: 6.85 miles/11.02 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 50 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	B	B	B
V/C	0.07	0.11	0.14
ADT	1,300	1,900	2,300
Peak Hour Volume	100	200	300
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility 2-lane conventional with continuous left turn lanes; LOS D

Ultimate Transportation Corridor 2-lane conventional highway with continuous left turn lanes

Local Planning Jurisdiction Calaveras Council of Governments

Planned Project(s) There are no planned projects within this segment.

Programmed Project(s) There are no programmed projects within this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 40 to 100 feet. The treated shoulder width is 0 feet on each side of the roadway.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-Attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	A portion within 100 year flood plain
Wetlands	Low sensitivity
Special Status Species	Moderate sensitivity
Cultural Resources	High sensitivity
Leaking Underground Tanks	Moderate
Possible Hazardous Waste	Moderate
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

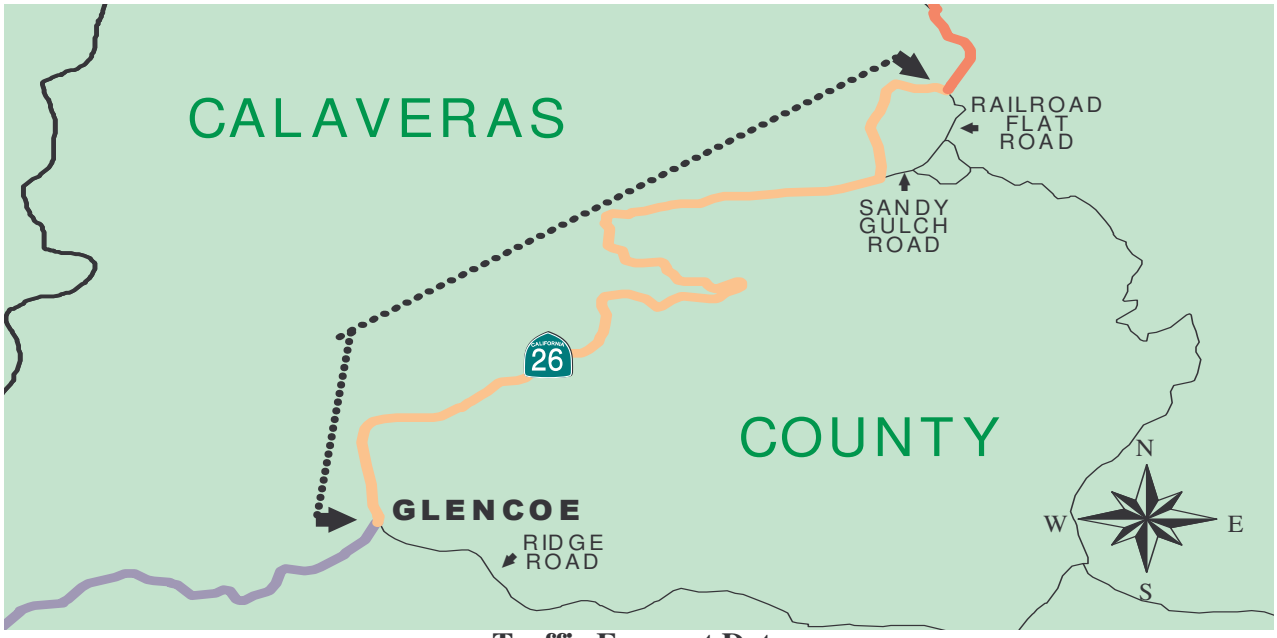
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.21	2.80	0.87	1.76

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: CALAVERAS COUNTY – SEGMENT 5
FACT SHEET

Location: West Point to the Amador County Line
Post Mile: PM 33.64 – 38.32
Kilometer Post: KP 54.13-61.66
Length: 4.68 miles/7.53 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Mountainous



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 45 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	A	B	B
V/C	.07	.14	.15
ADT	1,300	2,500	2,600
Peak Hour Volume	100	200	300
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility — 2-lane conventional with passing lanes; LOS D

Ultimate Transportation Corridor — 2-lane conventional highway with passing lanes

Local Planning Jurisdiction — Calaveras Council of Governments

Planned Project(s) There are no planned projects within this segment.

Programmed Project(s) There are no programmed projects within this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 60 to 110 feet with the median width being 80 feet. The treated shoulder width is 0 to 1 feet on each side of the roadway

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-Attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year Flood Plain
Wetlands	Low Potential
Special Status Species	Low to Moderate Sensitivity
Cultural Resources	High Sensitivity
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

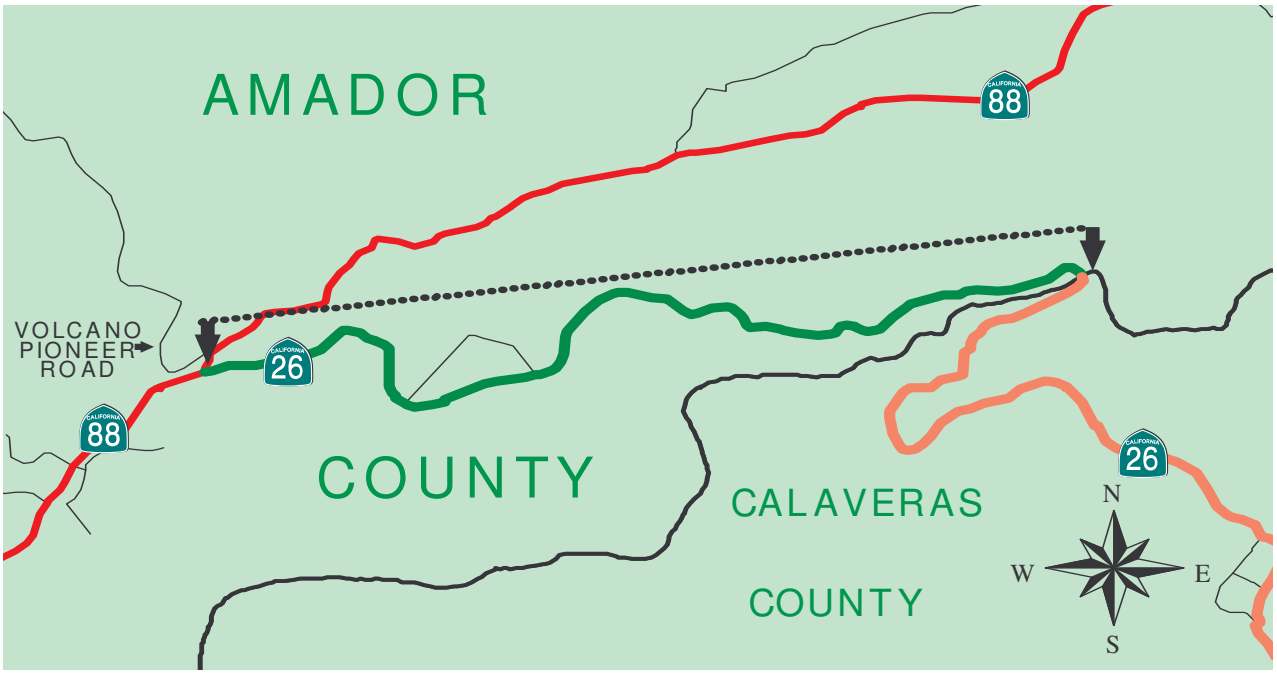
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.79	2.53	0.99	1.97

Source: TASAS Database (October 1, 1998 - September 30, 2001)

SR-26: AMADOR COUNTY– SEGMENT 1
FACT SHEET

Location: Amador County Line to Jct. at SR-88
Post Mile: PM 0.00-4.64
Kilometer Post: KP 0.00-7.46
Length: 4.64 miles/7.46 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Mountainous



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 40 mph

	2000 Existing Facility	2010 w/o Improvement	2020 w/o Improvement
LOS	B	C	C
V/C	0.12	0.15	0.18
ADT	2,400	2,900	3,400
Peak Hour Volume	200	300	400
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility — 2-lane conventional with passing lanes and turnouts; LOS D

Ultimate Transportation Corridor — 2-lane conventional highway with passing lanes and turnouts

Local Planning Jurisdiction — Amador County Transportation Commission

Planned Project(s) There are no planned projects within this segment.

Programmed Project(s) There are no programmed projects within this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network		X
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way and Shoulder Information**

The right-of-way ranges from 80-120 feet. The treated shoulder width is 0 feet on each side of the roadway.

Air Quality/Environmental Status

***Air Quality**

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Unclassified	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

***Environmental Status**

SR-26 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year Flood Plain
Wetlands	Low Potential
Special Status Species	Low to Moderate Sensitivity
Cultural Resources	Medium Sensitivity
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate
Other Comments About This Segment	

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

*NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.51	0.76	0.92	1.82

Source: TASAS Database (October 1, 1998 - September 30, 2001)

Appendix 1
List of System Planning Acronyms

ACLT	Alpine County Local Transportation Commission
ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CAAA	1990 Federal Clean Air Act Amendments
CALACOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MAX	Modesto Area Express
MCAG	Merced County Association of Governments
MCLT	Mariposa County Local Transportation Commission
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume
PM	Post Mile

PR	Project Report
PSR	Project Study Report
PTOC	Primary Traffic Operations Center
POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
ROTA	Riverbank-Oakdale Transit Authority
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SHRAHNET	Strategic Highway Corridor Network
SIP	State Implementation Plan
SJCOG	San Joaquin Council of Governments
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Council of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio
VMT	Vehicles Miles Traveled

Appendix 2
Level of Service (LOS) Definitions

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

Appendix 3
Rural, Urban, and Urbanized Definitions

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

Rural – Under 5,000 population

Urban – 5,000 to 49,999 population.

Urbanized – Over 50,000 population

APPENDIX 4

ENVIRONMENTAL: FLOOD PLAINS, WETLANDS, AND SPECIAL STATUS SPECIES

Flood Plains: Flood data from FEMA Digital Q3 Data Mapping and identification whether or not areas are within 100 or 500 year floodplain.

Wetlands: Jurisdictional Waters, including wetlands, are described as those that are under federal and/or state regulatory authority. Waters of the U.S. include essentially all surface waters such as navigable waters and their tributaries, all interstate waters and their tributaries all wetlands adjacent to these waters, and all impoundments of these waters. Wetland data obtained from the U.S. Fish and Wildlife Service National Wetland Inventory Mapping, previous survey data, or other in office sources. Army Corps of Engineer and EPA definition of wetlands are: those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Special Status Species: Species that are legally protected under federal and state Endangered Species Acts or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing.

- Species listed or proposed for listing as threatened or endangered under the federal or state Endangered Species Act (50 CFR 17.12 and 14 CCR 670.5);
- Species that are federal candidates for possible future listing under the federal Endangered Species Act;
- Species listed as Federal Species of Concern;
- Species that meet the definition or are endangered under the California Environmental Quality Act (CEQA), State CEQA guidelines, section 12380.
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq).
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California (Lists 1A and 2 in Skinner and Pavlik 1994)."
- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in Skinner and Pavlik 1994), which may be included on the basis of local significance or recent biological information;
- A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species.